

ELECTRIC CABLE AND WIRE, OTHER THAN SIGNAL AND TROLLEY WIRE USED FOR HAULAGE, WHICH IS INSTALLED IN ANY HAULAGE SLOPE SHALL BE BURIED NOT LESS THAN 12 INCHES BELOW COMBUSTIBLE MATERIAL OR INSTALLED IN A FIREPROOF PROTECTIVE CONDUIT.

REVISOR'S NOTE: This subsection presently appears as Article 66C, section 587(b) of the Code. The only changes made are in style.

(C) TRACK USED AS POWER CONDUCTOR; REQUIREMENTS.—IF TRACK IS USED AS A POWER CONDUCTOR:

(1) BOTH RAILS OF MAIN-LINE TRACK SHALL BE WELL BONDED AT EVERY JOINT AND CROSS BONDED AT LEAST EVERY 200 FEET; BUT, IF THE TRACK CIRCUIT IS PARALLELED WITH A FEEDER CABLE, BOTH RAILS OF TRACK SHALL BE WELL BONDED AT EVERY JOINT AND CROSS BONDS INSTALLED AT LEAST EVERY 1,000 FEET IN BOTH THE TRACK AND FEEDER CIRCUIT;

(2) AT LEAST ONE RAIL ON EACH SECONDARY HAULAGE ROAD SHALL BE WELL BONDED AT EVERY JOINT WITH A CROSS BOND INSTALLED AT LEAST EVERY 200 FEET; AND

(3) ANY SWITCH ON AN ENTRY SHALL BE WELL BONDED.

REVISOR'S NOTE: This subsection presently appears as Article 66C, section 587(c) of the Code. The only changes made are in style.

(D) REPAIR WORK.—POWER SHALL BE DISCONNECTED BEFORE REPAIR WORK IS DONE ON ANY ENERGIZED ELECTRIC CIRCUIT OR ENERGIZED PART OF ELECTRIC EQUIPMENT. ANY WORKER REQUIRED TO REPAIR THE ENERGIZED BARE TROLLEY LINE EITHER SHALL WEAR PROTECTIVE CLOTHING, SUCH AS INSULATED SHOES AND LINEMAN'S GLOVES, OR THE POWER SHALL BE DISCONNECTED.

REVISOR'S NOTE: This subsection presently appears as the first sentence of Article 66C, section 587(d) of the Code. The only changes made are in style.

(E) TROLLEY AND CURRENT FEEDER WIRES.—TROLLEY AND DIRECT AND ALTERNATING CURRENT FEEDER WIRES SHALL BE INSTALLED AS FOLLOWS:

(1) ON THE OPPOSITE SIDE OF THE ENTRY FROM ANY SHELTER HOLE OR CLEARANCE SPACE, EXCEPT WHERE SIX